



Idaho Transportation Department

# Annual GARVEE Report

September 2012

GARVEE REPORT

2012



# Letter from the Director

It is my pleasure to submit the Idaho Transportation Department's 2012 annual report on the Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program. The GARVEE Program has made a positive impact on Idaho's businesses and citizens and has transformed major routes and improved safety and congestion for all travelers.

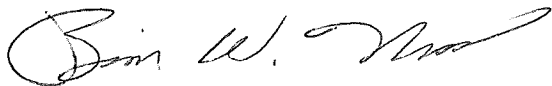
The \$857 million GARVEE Transportation Program, the largest infrastructure program in Idaho history, is being delivered safely, on-time and under budget. The Department, along with its private partners, are pleased to report the following progress.

- Six legislative funding authorizations
- ITD has bonded \$737 million with another \$35 - \$40 million underway to close by mid-October
- 45 projects in six corridors with aggressive schedules
- Of the 45 projects, 39 projects have been successfully completed
- 188 engineering, supply and construction contracts
- 152 consulting firms, contractors and subcontractors – the vast majority Idaho-based

The design and construction of the GARVEE projects have been accomplished in an effective, transparent, and accountable manner; supporting the Department's Strategic Plan of enhancing safety, mobility and economic opportunity. Additionally, through diligent management, efficiency and favorable market conditions, the Department achieved significant project savings. You can read how the Department will use the savings in this report.

The reaction from citizens continues to be overwhelmingly positive as the Department enters the final stages of the GARVEE Program. The GARVEE projects are providing immediate benefits to travelers and commuters, as well as promoting commerce and stimulating Idaho's economy. I thank the people of Idaho for their continued commitment to maintaining and improving our transportation system. This support is critical in assisting our vision of becoming the best transportation department in the country.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brian W. Ness".

BRIAN W. NESS  
Director

## Report Overview

This report provides an update on the current status of funding authorizations and bond sales supporting the GARVEE Transportation Program, and summarizes the program's progress. As the GARVEE Transportation Program approaches completion, it has taken aggressive steps to manage risk, evaluate project costs and schedules, and manage program cash flow.

Further information, including a history of the program and a discussion of innovative tools and techniques that have contributed to efficient and effective program delivery, is included in the appendices. Additional information about the GARVEE Transportation Program can be accessed online at <http://itd.idaho.gov>.

## Program Update

The GARVEE program was originally estimated to cost \$998 million, which resulted in an estimated maximum annual debt payment of approximately \$74 million. Current revenue and debt-service forecasting models show that debt service on a total program budget of \$857 million will be approximately \$59.5 million or about 21.5% of anticipated federal apportionment, which is less than the 30% limit established in Idaho Code. The 4.7 times coverage ratio is much better than the committed coverage ratio of 3.33 times.

The latest legislative funding authorizations and bond sale summary is provided below in Table 1. Additional information regarding funding requests and bond sales is included in Appendix C.

**TABLE 1 - FUNDING AUTHORIZATIONS AND BOND SALE SUMMARY**

Authorizations		Cumulative Total	Bond Sale Summary
2006 Auth. No. 1 (FY07)	\$200 million (plus \$15 million interest earnings)	\$215 million	\$214.6 million - Series 2006A
2007 Auth. No. 2 (FY08)	\$250 million (plus \$2 million interest earnings)	\$467 million	\$182 million - Series 2008A
			\$24 million – Series 2011A *
2008 Auth. No. 3 (FY09)	\$134 million	\$601 million	\$180.4 million - Series 2009A
2009 Auth. No. 4 (FY10)	\$82 million	\$683 million	\$84.3 million - Series 2010A
2010 Auth. No. 5 (FY11)	\$12 million	\$695 million	\$51.4 million - Series 2011A *
2011 Auth. No. 6 (FY12)	\$162 million	\$857 million	\$38 million - 2012A
			\$82 million (unbonded)

\* 2011A Bond Series totals \$75.4 million.

Through August 2012, the program has issued contracts totaling more than \$759 million. Thirty-four prime construction contracts and eleven supply contracts have been issued. Of those issued contracts, six projects are currently under construction and thirty-nine projects have been completed. General scope and funding for the corridors are summarized on the individual overview maps included as Appendix D. The program has also issued numerous consultant services agreements and a full list of these service providers can be found in Appendix E.

The GARVEE Program has realized substantial savings from efficient management and a competitive construction environment. These savings are estimated at \$80 million. The Transportation Board has been able to utilize these savings towards additional projects to further enhance safety and provide a benefit to the traveling public. Unfunded projects in all thirteen authorized corridors were reviewed and prioritized based upon safety, mobility/congestion, and pavement condition. With the Transportation Board's concurrence at their July board meeting, three projects were selected for inclusion into the Draft Idaho Transportation Improvement Plan (ITIP) and put out for public comment. The new projects that were ranked highest among all unfunded projects include reconstruction of the Meridian Road Interchange, Broadway Avenue Interchange, and Gowen Road Interchange and associated improvements required to facilitate a fully functional system.

## **Bond Coverage Ratio**

Bonds are sold on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs. The Idaho Transportation Department, in partnership with Idaho Housing and Finance Association, has issued five bond series with a weighted average interest rate of 4.55 percent. Rating Agency presentations were made in August for a sixth bond sale, with a closing date set for October 18, 2012. This financing will provide \$777 million for authorized program expenditures since GARVEE started. The remaining funds will be bonded as the three new interchange projects are sufficiently ready to award contracts.

Idaho's GARVEE bonds are secured with a pledge of future federal transportation funding established under the first long-term highway authorization enacted since 2005, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century). MAP-21 adds some certainty to the size of Idaho's future federal funding and ITD has worked within authorized amounts to be able to complete the Board-approved program and comply with state debt payment limitations. The most recent bond rating agency meetings were focused on Idaho's sensitivity analysis, showing that with the new federal program amounts, ITD will be in compliance with state law, which limits debt payments to not more than 30 percent of federal funding. This acknowledgment of the MAP-21 federal program and ITD's plan of finance allowed the rating agencies to reaffirm their ratings of the Idaho GARVEE Transportation Program (Moody's Aa2, and Fitch: A+).

## Future Federal-Aid Highway Funding

The status of federal-aid highway funding affects the amount of funding available to Idaho from the federal government. The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), funded by the Highway Trust Fund, expired in September 2009. On July 6, 2012, President Obama signed the new MAP-21 federal transportation act which will fund surface transportation programs through September 30, 2014. This legislation provides level funding to Idaho at Federal Fiscal Year 2012 levels and provides stability in planning the program into the future.

## Inflation Trends

The Department routinely monitors inflation trends for constructing, maintaining, and operating highways. The factors for inflation trends in highway costs are diverse, and are influenced by industrial-scale costs of materials, labor, equipment, and contractor availability. The analysis of highway cost inflation is complex, and relies upon a combination of recent bid trends, wage rates, fuel prices, producer price indices for highway materials and market conditions.

FHWA measures changes in highway construction costs using the National Highway Construction Cost Index (NHCCI). The NHCCI is a measure of the average change over time in the prices paid by state transportation departments for roadway construction materials and services. It hit a 3-year high in March 2012 and the index is up 1% from December 2011 and 5.9% year over year.

In a presentation made July 27, 2012, the Associated General Contractors of America's economist Ken Simonson summarized that material prices for 2012 would be subject to price spurts, transport delays and fuel price swings. As a result, prices may be volatile during 2012 and are forecasted to increase between 3% and 5%. His national forecasts for 2013 – 2017 are:

Materials costs: +3% to +8%

Labor costs: +2% to +4%

Bid prices: +2% to +5%

Idaho's continued high construction unemployment should lessen the upside pressure on local pricing.

The conclusion is that while current prices are favorable, modest increases are to be expected. Weighing all of the factors that influence highway costs, the GARVEE Transportation Program has calculated a 3.5% annual inflation rate through FY2012.

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## **Appendix A: Program History & Innovations**

## Program History

The Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program is a debt-financing mechanism that permits states to accelerate highway construction projects by selling bonds. In our case, the bonds are paid back with a combination of future federal appropriations and state matching funds. However, other state resources are not committed for repayment.

GARVEE bonds provide a means to accelerate highway safety improvements and expand commerce throughout the state. The program has proven to be a success story for ITD and the taxpayers of Idaho.

In 2004, Governor Kempthorne asked ITD leadership to provide a list of regionally significant highway improvement priorities that could not be reasonably constructed through the traditional pay-as-you-go approach. The department responded with a list of project priorities in transportation corridors throughout the state of Idaho. In his January 2005 State of the State address, the governor proposed the GARVEE Transportation Plan (then called Connecting Idaho) that consisted of multiple projects along 13 corridors throughout the state. These original corridors and projects were eventually passed by the Idaho Legislature and signed into law by Governor Kempthorne in 2005.

During the consideration of the legislation, a number of limitations were introduced. The most significant was a cap on the amount of GARVEE bonds that could be sold. This cap, designed to protect the Capitol Investment Program, limited debt-service of GARVEE bonds to no more than 20 percent of Idaho's annual federal apportionment the first four years and 30 percent in subsequent years. A reduction of the program to \$998 million accounted for the limiting of federal apportionment used for debt-service payments and capitalizing on more favorable bond ratings.

In the fall of 2006, the Idaho Transportation Board approved the initial plan for the GARVEE Transportation Program with six corridors throughout the state of Idaho:

- U.S. 95, Garwood to Sagle
- U.S. 95, Worley to Setters
- Idaho 16, I-84 to South Emmett
- I-84, Caldwell to Meridian
- I-84, Orchard to Isaacs Canyon
- U.S. 30, McCammon to Soda Springs

A combination of actions taken by the Idaho Legislature and the Idaho Transportation Board resulted in modifications to the GARVEE Transportation Program during the first year, focusing on high-priority areas and safety improvements. Some of the initial corridors were not pursued further and all remaining corridors were trimmed in scope. Consequently, the limited budget and reduced scope results in remaining needs in all corridors.

Despite the many challenges and hurdles overcome by ITD, the GARVEE Transportation Program has implemented projects quickly and delivered them under budget, which in turn allows users to take advantage of the improvements sooner. ITD and the taxpayers of Idaho have realized significant savings in both time and money as a result of these improvements.

Legislative authorizations, plus interest earnings, total \$857 million to date. As a result of program efficiencies and competitive construction bids, it is estimated that the scoped project commitments from 2006 can be completed for approximately \$777 million. These savings will allow the Idaho Transportation Department to complete three additional high priority interchange projects along I-84 to further improve congestion and safety.

## **Innovative Tools and Techniques**

The goal of the GARVEE Transportation Program is to deliver economical projects faster, safer, and with less impact to highway users. To achieve this goal, the program has focused on monitoring project schedules and budgets, and on packaging construction projects to produce more efficient delivery while maximizing public convenience.

Following legislative approval of the program, the Idaho Transportation Board and ITD leadership analyzed the amount of extra work required to deliver the GARVEE Transportation Program and determined that it was in the best interests of the state to use a private sector program manager to help ITD deliver the program. By selecting Connecting Idaho Partners (CIP)—a joint venture between URS Corporation and CH2M HILL—to provide program management, ITD has been able to deliver long-lasting highway improvements over a short period of time without increasing the size of the department.

On a matter of high importance, the GARVEE Program recognizes the positive cooperation and partnership with the Federal Highway Administration (FHWA). Its participation has been very valuable to the program and has engendered a strong working relationship. With certainty, partnering with FHWA has contributed greatly to the program's success.

As the GARVEE team focused on the timely delivery of the program, both federal and department processes and procedures were reviewed, and efficiencies were identified to address plausible modifications to standard ITD project-delivery policies or practices. As a result, internal department features, called GARVEE Experimental Projects (GEPs), were developed and implemented to expedite project development and delivery. These

experimental features allow projects to proceed quicker through the development process and advertise for construction sooner than with traditional methods.

Early in the program, an Accelerated Construction Technology Transfer (ACTT) workshop was held to bring national experts together with local leaders to explore innovative approaches to accelerate construction. As a result of that workshop, program leadership selected the following tools and techniques to accelerate the development phase of the program and to increase competition among contractors, resulting in savings for the taxpayers of Idaho:

- Federal Highway Administration's Special Experimental Project #15 (SEP-15)
- Federal Highway Administration's Special Experimental Project #14 (SEP-14)
- Aggressive contract time and construction schedules
- Use of pre-purchased materials
- Project packaging and sequencing
- Accelerated bridge construction techniques
- Use of completion and milestone incentives
- Consolidation of public information campaigns
- Consolidation of traffic control contracts
- Use of alternate pavement type bidding

These collective efforts have enabled the GARVEE construction projects to be delivered at an accelerated pace and at lower costs than anticipated. Idaho has benefited from aggressive and competitive bidding, resulting in significant bid savings on recent projects and allowing other projects to be constructed sooner than originally scheduled. The bid savings have also allowed the addition of the three high-priority interchanges on I-84 mentioned above.

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## **Appendix B: Corridor Summaries**

## U.S. 95, Garwood to Sagle Corridor



Corridor Length:	31.5 miles
Construction Length Proposed:	14.8 miles
Total Lane Miles Included:	59.2 miles
Additional Lane Miles Included:	29.6 miles
Interchanges:	3

Projects:	6
Design Cost:	\$23.9 M
Right-of-Way Cost:	\$25.7 M
Construction Cost:	\$91.1 M
Total Corridor Cost:	\$140.7 M

### U.S. 95, Garwood to Sagle Corridor

- U.S. 95, Garwood to Sagle Environmental Study
- U.S. 95, Garwood to Sagle, Idaho 53 to Ohio Match Road Project
- U.S. 95, Garwood to Sagle, Boekel Road to Ohio Match Road Frontage Road Project
- U.S. 95, Garwood to Sagle, Chilco to Silverwood Project
- U.S. 95, Garwood to Sagle, Athol to Granite Project
- U.S. 95, Garwood to Sagle, Sagle Area Project

## U.S. 95, Garwood to Sagle Corridor

The aging roadway of U.S. 95, between the Garwood and Sagle areas in north Idaho, was redesigned as a four-lane divided highway with access control features to safely accommodate current and projected traffic volumes.

The Environmental Impact Statement recommended phasing construction. The phasing strategy allowed the projects to be constructed in segments based upon revenue and need. At full build-out, access will be allowed only at interchanges; frontage roads will be provided on both sides of U.S. 95 for access to adjacent properties.

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### Corridor Accomplishments:

- **U.S. 95 Garwood to Sagle Environmental Study** – Prepared an Environmental Impact Statement (EIS) and performed conceptual design for 31.5 miles of U.S. 95. The Record of Decision was completed in July 2010.
  - **U.S. 95 Garwood to Sagle, Idaho 53 to Ohio Match Road Project** – Constructed approximately 3 miles of a four-lane divided highway with at-grade intersections and completed construction of select frontage roads for access management. Construction was completed in September 2009.
  - **U.S. 95, Garwood to Sagle, Sagle Area Project** – Construct safety and access management improvements. Construction was completed in October 2011.
  - **U.S. 95, Frontage Road, Garwood to Sagle, Boekel Road to Ohio Match Road Project** – Constructed approximately 2.3 miles of two-lane frontage roads. Construction was completed in September 2012.
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### Ongoing Projects:

- **U.S. 95, Garwood to Sagle, Chilco Area Project** – Construct approximately 4 miles of a four-lane divided highway with limited at-grade intersections, one new interchange, a wildlife crossing, and frontage and backage roads for access management. This project is companioned with the Silverwood Area Project. Anticipated completion is summer 2013.
- **U.S. 95, Garwood to Sagle, Silverwood Area Project** – Construct approximately 2.8 miles of a four-lane highway with limited at-grade intersections, one new interchange at Bunco Road and select frontage roads. This project is companioned with the Chilco Area Project. Anticipated completion is summer 2013.
- **U.S. 95, Garwood to Sagle, Athol Area Project** – Construct 1.8 miles of a four-lane highway, and one new interchange at Idaho 54 east of the city of Athol. This project is companioned with the Granite Area Project. Anticipated completion is spring of 2014.
- **U.S. 95, Garwood to Sagle, Granite Area Project** – Construct 3.2 miles of a four-lane divided highway with limited at-grade intersections and selected frontage roads. This project is companioned with the Athol Area Project. Anticipated completion is spring 2014.

## U.S. 95, Worley to Setters Corridor



Corridor Length:	4.2 miles
Total Lane Miles Included:	16.8 miles
Additional Lane Miles Included:	8.4 miles
Interchanges:	1
Bridges:	4

Projects:	1
Design Cost:	\$0.2 M
Right-of-Way Cost:	\$0.3 M
Construction Cost:	\$54.7 M
Total Corridor Cost:	\$55.2 M

### U.S. 95, Worley to Setters Corridor

- U.S. 95, Worley North Project

The U.S. 95 Worley to Setters segment is the third phase of the U.S. 95 Worley to Mica Creek Corridor. This segment was split into two projects for construction. The U.S. 95 Worley North project constructed 4.2 miles of highway improvements immediately north of Worley, and provided an interchange at the Idaho 58 junction, using GARVEE bond funding. Construction of the final project through Worley is planned for construction using other funding sources.

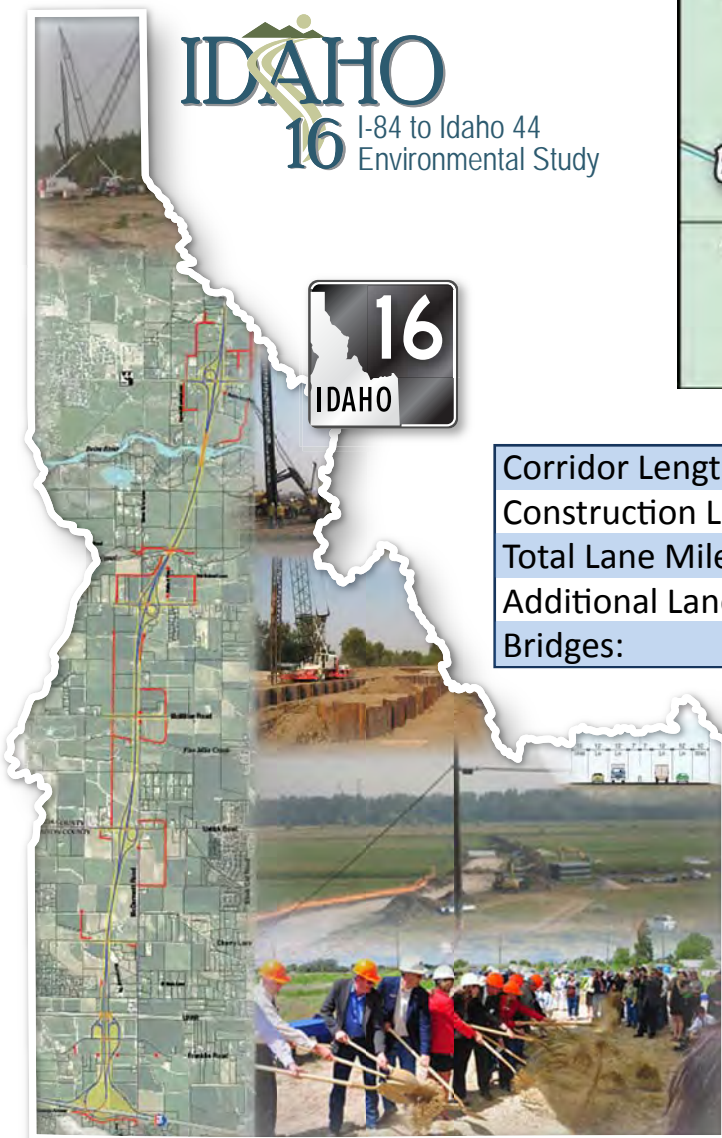
U.S. 95 provides the primary north-south link for northern Idaho commerce, transportation and tourism. Many previously considered this segment of U.S. 95 to be one of the most dangerous roadways in the state, due in large part to sharp curves and the resulting sight-distance limitations. The corridor improvements, intended to improve safety and alleviate congestion along 21 miles of U.S. 95, began in 1998. The U.S. 95 Worley North Project advanced to construction in 2007, and was completed in fall 2009.

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### Corridor Accomplishments:

- **U.S. 95, Worley North Project** – Realigned, constructed, and widened 4.2 miles of U.S. 95, which included four bridges, a retaining wall and culvert crossing, and a new interchange at the U.S. 95 and Idaho 58 junction. Construction was completed in September 2009.

## SH-16, I-84 to South Emmett Corridor



**IDAHO**  
**16** I-84 to Idaho 44  
Environmental Study



Corridor Length:	6.7 miles
Construction Length Proposed:	2.2 miles
Total Lane Miles Included:	8.8 miles
Additional Lane Miles Included:	8.8 miles
Bridges:	3

Projects:	4
Design Cost:	\$21.1 M
Right-of-Way Cost:	\$30.4 M
Construction Cost:	\$52.3 M
Total Corridor Cost:	\$103.8 M

### SH-16, I-84 to South Emmett Corridor

- SH-16, JCT I-84 to SH-44 EIS, and Chinden Blvd to JCT SH-44 Design
- SH-16, Boise River Bridge and North Stage Project
- SH-16, Phyllis Canal Bridge and South Stage Project
- SH-16, Intersections of SH-44, U.S. 20/26, and Local Roads Project

The objective for work on the corridor was to identify an alternative for extending SH-16 south from SH-44 to intersect with I-84 between Nampa and Meridian.

The study looked at alternatives for a new Boise River crossing, a connection with U.S. 20/26 near McDermott Road and then on south to an eventual interchange at I-84 between the Ten Mile Road Interchange and the Garrity Boulevard Interchange. The corridor is being planned as a 4-lane divided highway with access only at future interchanges.

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### Corridor Accomplishments:

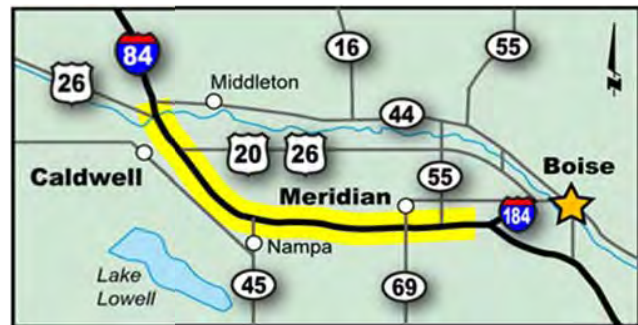
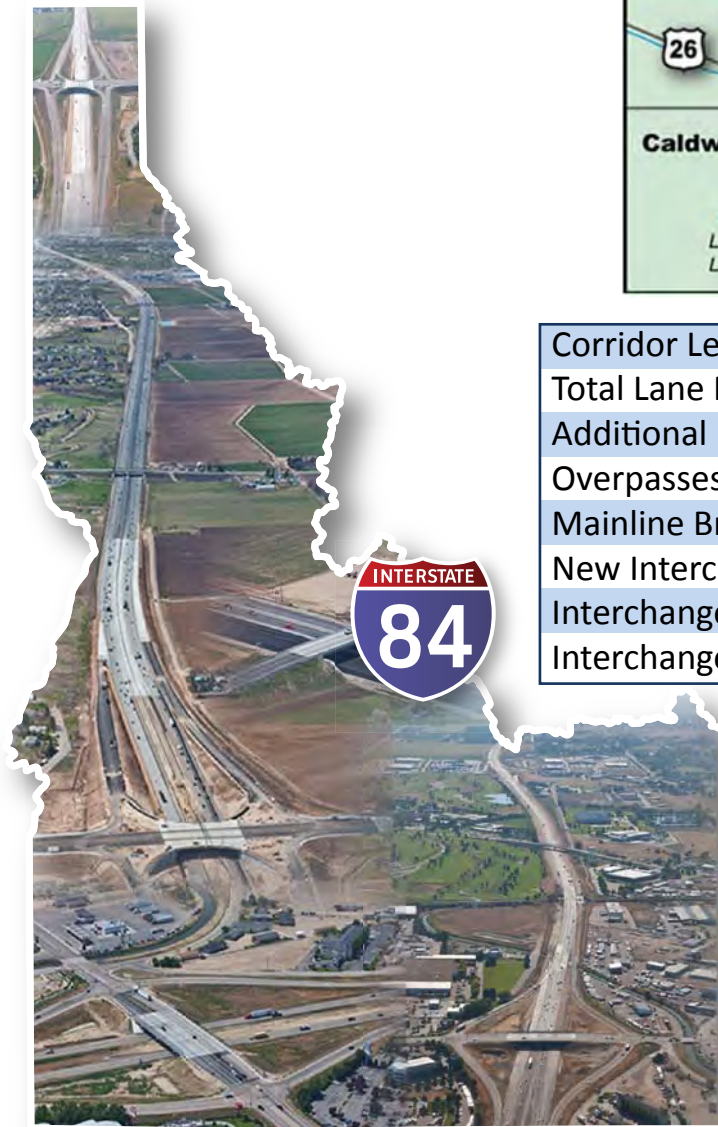
- **SH-16, JCT I-84 to SH-44, Environmental Study** – Prepared an Environmental Impact Statement (EIS), performed preliminary design, and prepared preliminary right-of-way plans for a new north-south connection between I-84 and SH-44. The Final EIS was approved by ITD and FHWA in February 2011 and a Record of Decision was approved in April 2011.

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### Ongoing Projects:

- **SH-16, Chinden Blvd to JCT SH-44** – Perform design and right of way acquisition for a new highway and bridges to cross the Boise River and Phyllis Canal extending SH-16 from U.S. 20/26 to SH-44. Construction was separated into three construction packages with the first beginning in 2012 and all to be completed in 2014. The three construction packages planned are:
  - **SH-16, Boise River Bridge and North Stage** – Construct the Boise River Bridge crossing and that portion of SH-16 from just south of the intersection of SH-16 and SH-44 as a four lane divided highway to the south side of the Boise River (approximately 1 mile). Anticipated completion is September 2014.
  - **SH-16, Phyllis Canal Bridge and South Stage** – Construct the Phyllis Canal Bridge crossing and that portion of SH-16 from just south of the intersection of U.S. 20/26 (Chinden Blvd.) and SH-16 as a four-lane divided highway to the south side of the Boise River (approximately 1 mile) where the North Stage of SH-16 ends. Anticipated completion is September 2014.
  - **SH-16, Intersections of SH-44, U.S. 20/26 and Local Roads** – Construct the new intersections at SH-44 at the north end and at U.S. 20/26 at the south end, plus nearly five miles of local roads required to provide access within the area of the new access controlled SH-16. Construction is expected to begin in early 2013.

## I-84, Caldwell to Meridian Corridor



Corridor Length:	9.0 miles
Total Lane Miles Included:	69.3 miles
Additional Lane Miles Included:	33.3 miles
Overpasses Replaced:	3
Mainline Bridges Replaced:	4
New Interchanges:	1
Interchanges Rebuilt:	1
Interchanges Modified:	4

Projects:	13
Design Cost:	\$33.6 M
Right-of-Way Cost:	\$23.6 M
Construction Cost:	\$208.9 M
Total Corridor Cost:	\$266.1 M

### I-84, Caldwell to Meridian Corridor

- I-84, Karcher Interchange to Five Mile Environmental Study
- I-84, Eagle Road Westbound Off-ramp Project
- I-84, Franklin Boulevard Interchange Project
- I-84, Garrity Interchange to Meridian Interchange (4 projects)
- I-84, Robinson Boulevard and Black Cat Road Bridges Project
- I-84, Ten Mile Road Interchange Project
- I-84, Garrity Boulevard Interchange Bridge and Mainline Project
- I-84, Franklin Boulevard to 11th Avenue Project
- I-84, 11th Avenue Bridge Project
- I-84, Meridian Road Interchange Project

The corridor located just west of Caldwell to the east of Meridian is experiencing pressure from rapid growth. The GARVEE Transportation Program projects have improved the roadway and added capacity to ease congestion.

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### Corridor Accomplishments:

- **I-84, Karcher Interchange to Five Mile Environmental Study** – The Environmental Assessment (EA) provided the environmental clearance to add additional capacity and improvements to the interstate and interchanges. The EA's Finding of No Significant Impact (FONSI) was completed in April 2009.
  - **I-84, Eagle Road Westbound Off-ramp Project** – Lengthened and widened the off-ramp to include dual-left and dual-right turn lanes at Eagle Road, extended the ramp 1,600 feet onto I-84 and reconstructed the island/intersection. Construction was completed in September 2007.
  - **I-84, Franklin Boulevard Bridge Nampa Project** – Reconstructed the east half of the overpass to match the newer bridge on the west side and modified Franklin Boulevard approaches to tie into the new overpass structure. Construction was completed in April 2009.
  - **I-84, Garrity to Meridian Interchanges Projects** – Constructed a third and fourth lane on approximately 6.5 miles of I-84, east- and westbound within the existing median between Garrity and Meridian interchanges. Construction was completed in July 2009.
  - **I-84, Robinson Boulevard and Black Cat Road Bridges Projects** – Replaced the Robinson Boulevard and Black Cat Road bridges. Construction was completed in April 2009.
  - **I-84, 11th Avenue Bridge Project** – Realigned and replaced the 11th Avenue Bridge in Nampa. Construction was completed in October 2010.
  - **I-84, Garrity Interchange Bridge Project, 11th Avenue to Garrity Boulevard, Nampa Project** – Reconstructed the Garrity Interchange to allow the addition of a third lane in each direction on I-84 and reconstructed almost a mile of the interstate. Construction was completed in June 2011.
  - **I-84, Ten Mile Road Interchange Project** – Built a new I-84 interchange at Ten Mile Road and reconstructed Ten Mile Road north almost to Franklin Road and south to Overland Road. Construction was completed in July 2011.
  - **I-84, Franklin Boulevard to 11th Avenue Project** – Widened I-84 to three lanes in each direction and replaced the UPRR bridges and the Phyllis Canal bridges. Construction was completed in January 2012.
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### New Projects:

- **I-84, Meridian Road Interchange Project** – Replace the existing Meridian Road Interchange to increase safety and capacity and provide additional lanes on I-84. Construction is anticipated to begin in 2014.

## I-84, Orchard to Isaacs Canyon Corridor



Corridor Length:	9.8 miles
Total Lane Miles Included:	53.9 miles
Additional Lane Miles Included:	14.8 miles
Bridges (Mainline) Widened:	4
Interchanges Rebuilt:	4
Soundwall Added:	3.3 miles

Projects:	8
Design Cost:	\$13.6 M
Right-of-Way Cost:	\$6.5 M
Construction Cost:	\$142.3 M
Total Corridor Cost:	\$162.4 M

### I-84, Orchard to Isaacs Canyon Corridor

- I-84, Broadway to Eisenman Pavement Rehabilitation Project
- I-84, Cole to Broadway Soundwalls Project
- I-84, Orchard Interchange, New York Canal Project
- I-84, Orchard Street Interchange Project
- I-84, Vista Avenue Interchange Project
- I-84, Cole to Broadway Interchange Project
- I-84, Broadway Avenue Interchange Project
- I-84, Gowen Road Interchange Project

The objective for this corridor was to improve the roadway so that current and projected traffic volumes can be safely accommodated. Improvements will help maintain the roadway's vital role in the interstate system in an area of rapid growth.

Upgrades began west of the Orchard Street Interchange and continue east to Eisenman Interchange.

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### Corridor Accomplishments:

- **I-84, Broadway to Eisenman Interchanges Pavement Improvement Project** – Rehabilitated and resurfaced approximately 5.6 miles of east- and westbound I-84 with asphalt. Construction was completed in May 2008.
- **I-84, Cole to Broadway Soundwalls Project** – Constructed a combination retaining wall and noise barrier along residential areas north of I-84 from just west of Orchard Street to the Broadway Interchange. Construction was completed in January 2009.
- **I-84, Orchard Interchange, New York Canal Project** – Widened the existing three-span structure over the New York Canal and the maintenance tunnel under I-84 to accommodate additional lanes in the median and new ramp lanes for the Orchard Interchange. Construction was completed in April 2009.
- **I-84, Orchard Street Interchange Project** – Replaced the existing Orchard Street Interchange, including realignment of Orchard Street and the intersections with Victory Road and Wright Street. Construction was completed in April 2010.
- **I-84, Vista Avenue Interchange Project** – GARVEE bonds funded the design and acquired right-of-way, and ARRA stimulus dollars funded the reconstruction of the Vista Avenue Interchange, which increased safety and vehicle capacity and provided additional lanes on I-84. Construction was completed in September 2010.
- **I-84, Cole to Broadway Interchanges Project** – Completed design and construction on 3.2 miles of east- and westbound I-84 to add a third and fourth lane in each direction. Construction was completed in July 2011.

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### New Projects:

- **I-84, Broadway Avenue Interchange Project** – Replace the existing Broadway Avenue Interchange to increase safety and capacity and provide additional lanes on I-84. Construction is anticipated to begin in 2014.
- **I-84, Gowen Road Interchange Project** – Replace the existing Gowen Road Interchange including widening of Gowen Road to increase safety and capacity. The new I-84 bridges will provide for future lanes on I-84 as well. Construction is anticipated to begin in 2014.

## U.S. 30, McCammon to Soda Springs Corridor



Corridor Length:	9.5 miles
Total Lane Miles Included:	41.3 miles
Additional Lane Miles Included:	22.3 miles
Bridges:	4

Projects:	5
Design Cost:	\$6.3 M
Right-of-Way Cost:	–
Construction Cost:	\$78.0 M
Total Corridor Cost:	\$84.3 M

### U.S. 30, McCammon to Soda Springs Corridor

- U.S. 30, Topaz to Lava Hot Springs Project
- U.S. 30, Topaz Bridge Project
- U.S. 30, Portneuf River Bridges Project
- U.S. 30, McCammon to 12th Street Project
- U.S. 30, 12th Street to Crystal Springs Project

The projects in this corridor improved the roadway to safely accommodate current and projected traffic and maintain the vital role of this corridor in the state's commerce and tourism.

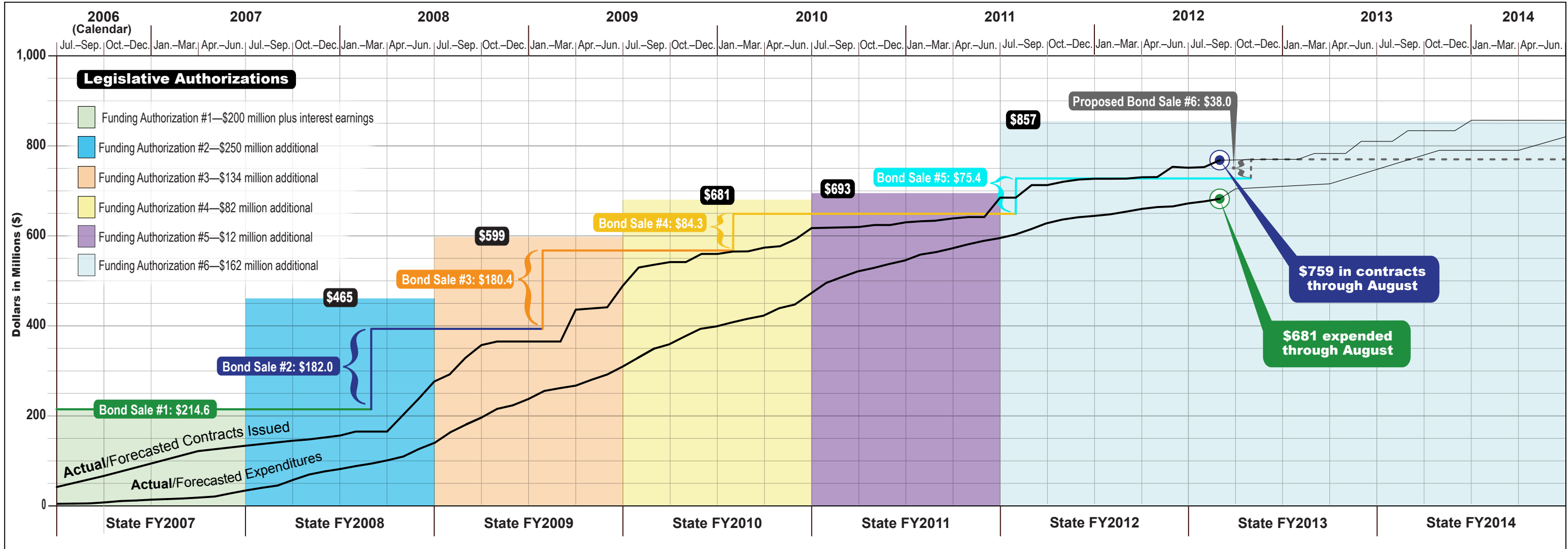
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### Corridor Accomplishments:

- **U.S. 30, Topaz to Lava Hot Springs Project** – Widened and reconstructed 3.3 miles of U.S. 30 between Interstate 15 and the Lava Hot Springs community. The roadway was expanded to four lanes with a center median and the bridge over the Portneuf River was replaced. Construction was completed in August 2008.
- **U.S. 30, McCammon to 12th Street Project** – Realigned, widened and reconstructed 1.5 miles of U.S. 30, southeast of McCammon to 12th Street, and expanded the roadway to four lanes with a center median. Construction was completed in August 2010.
- **U.S. 30, 12th Street to Crystal Springs Road Project** – Reconstructed 2.1 miles of U.S. 30, just west of the Portneuf River Bridges, and expanded the highway to four lanes with a center median. Construction was completed in August 2010.
- **U.S. 30, Portneuf River Bridges Project** – Improved the roadway on U.S. 30 from Crystal Springs Road to Old Oregon Trail Road, constructed two bridges over the Portneuf River on U.S. 30, and expanded the highway from two lanes to four lanes. Construction was completed in November 2011, and the seal coat completed in August 2012.
- **U.S. 30, Topaz Bridge Project** – Constructed a new bridge to replace the existing Topaz Bridge over the Union Pacific Railroad and the Marsh Valley Canal, expanded the highway from two to four lanes with a center median, and completed approximately seven acres of wetland mitigation near milepost 365 on U.S. 30. Construction was completed in November 2011, and the seal coat completed in August 2012.

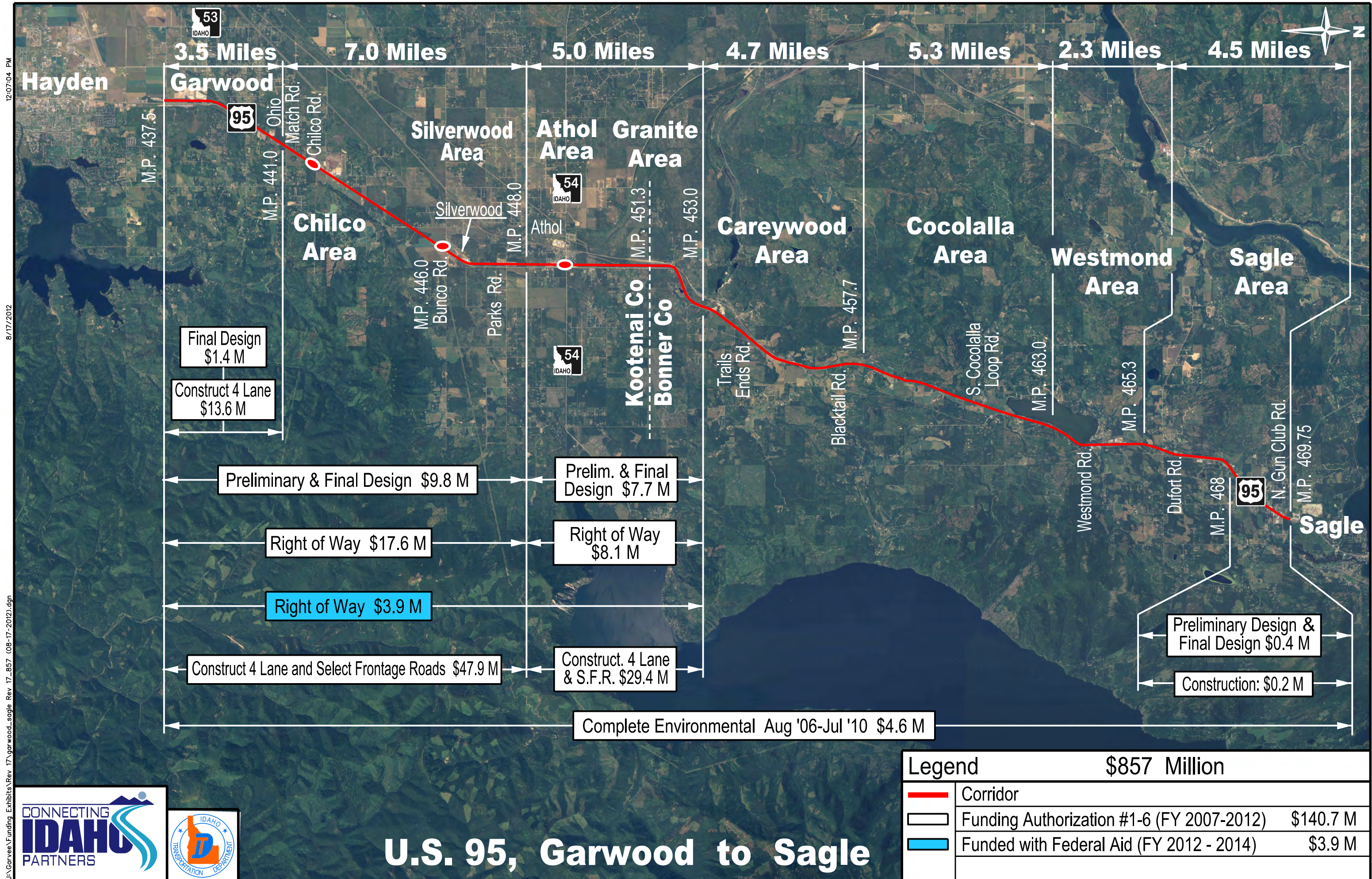
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## **Appendix C: Funding Requests and Bond Sales**



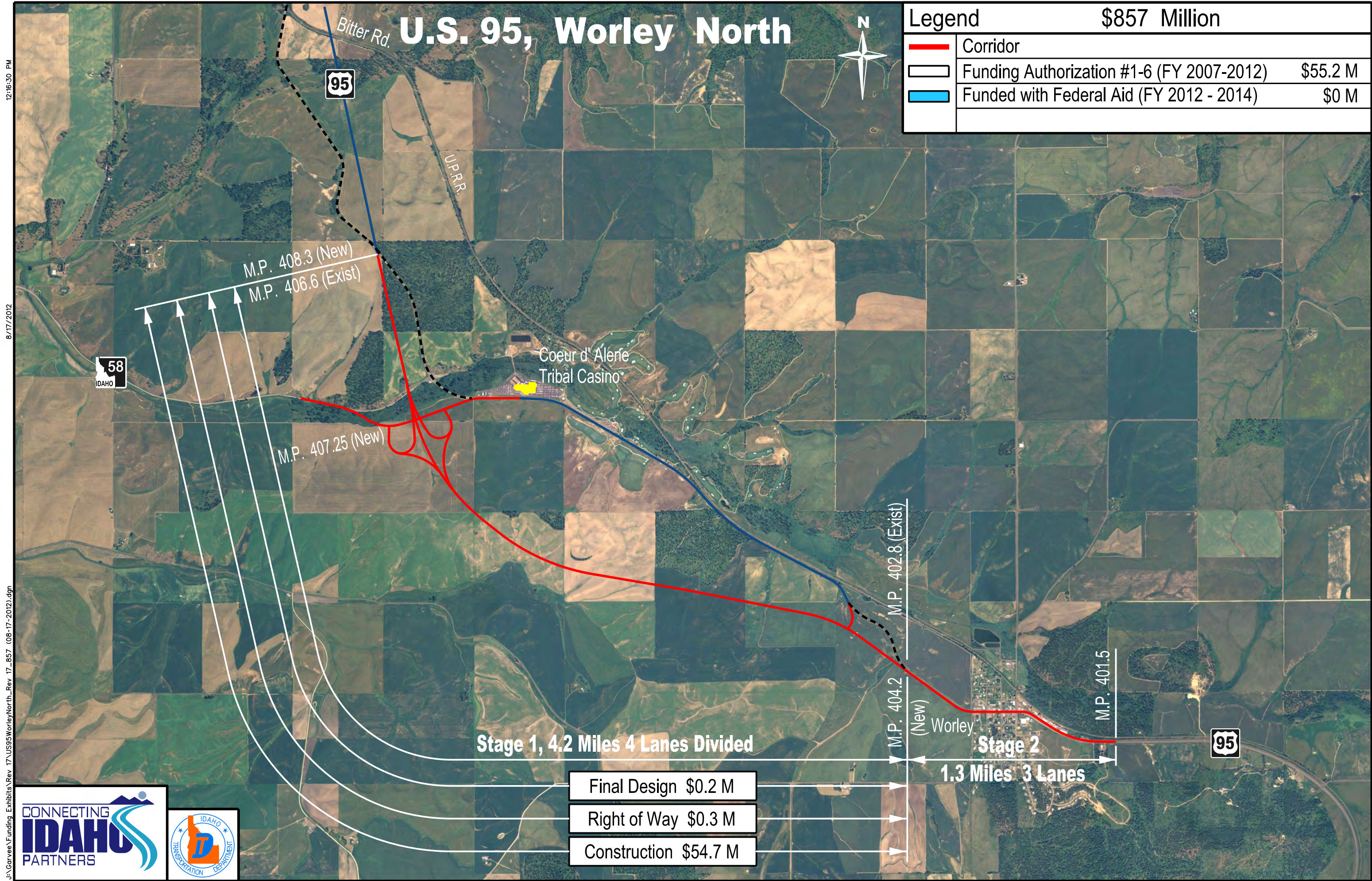
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## **Appendix D: Corridor Maps**



# U.S. 95, Worley North

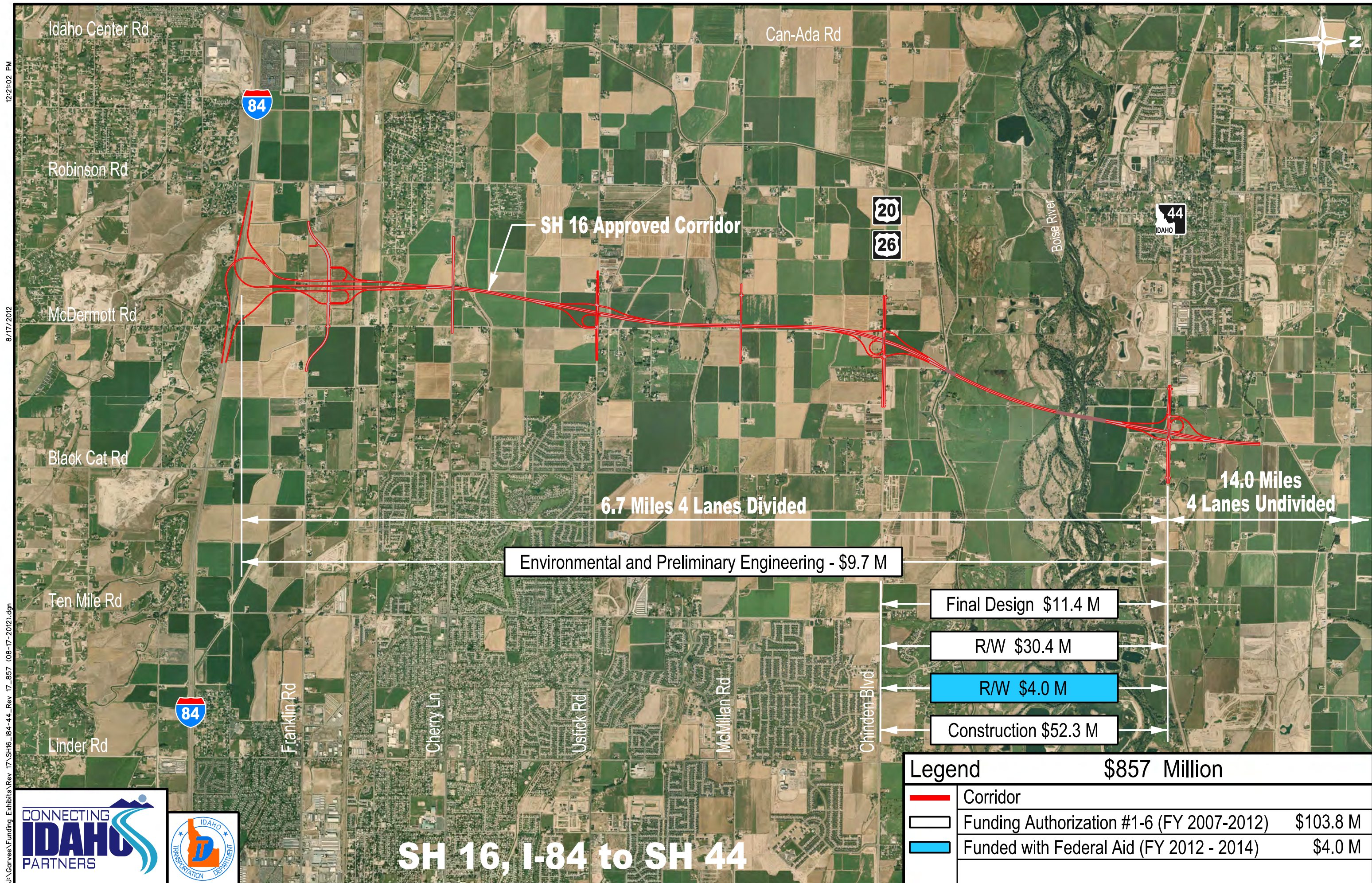
Legend		\$857 Million	
	Corridor		
	Funding Authorization #1-6 (FY 2007-2012)	\$55.2 M	
	Funded with Federal Aid (FY 2012 - 2014)	\$0 M	



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8/17/2012  
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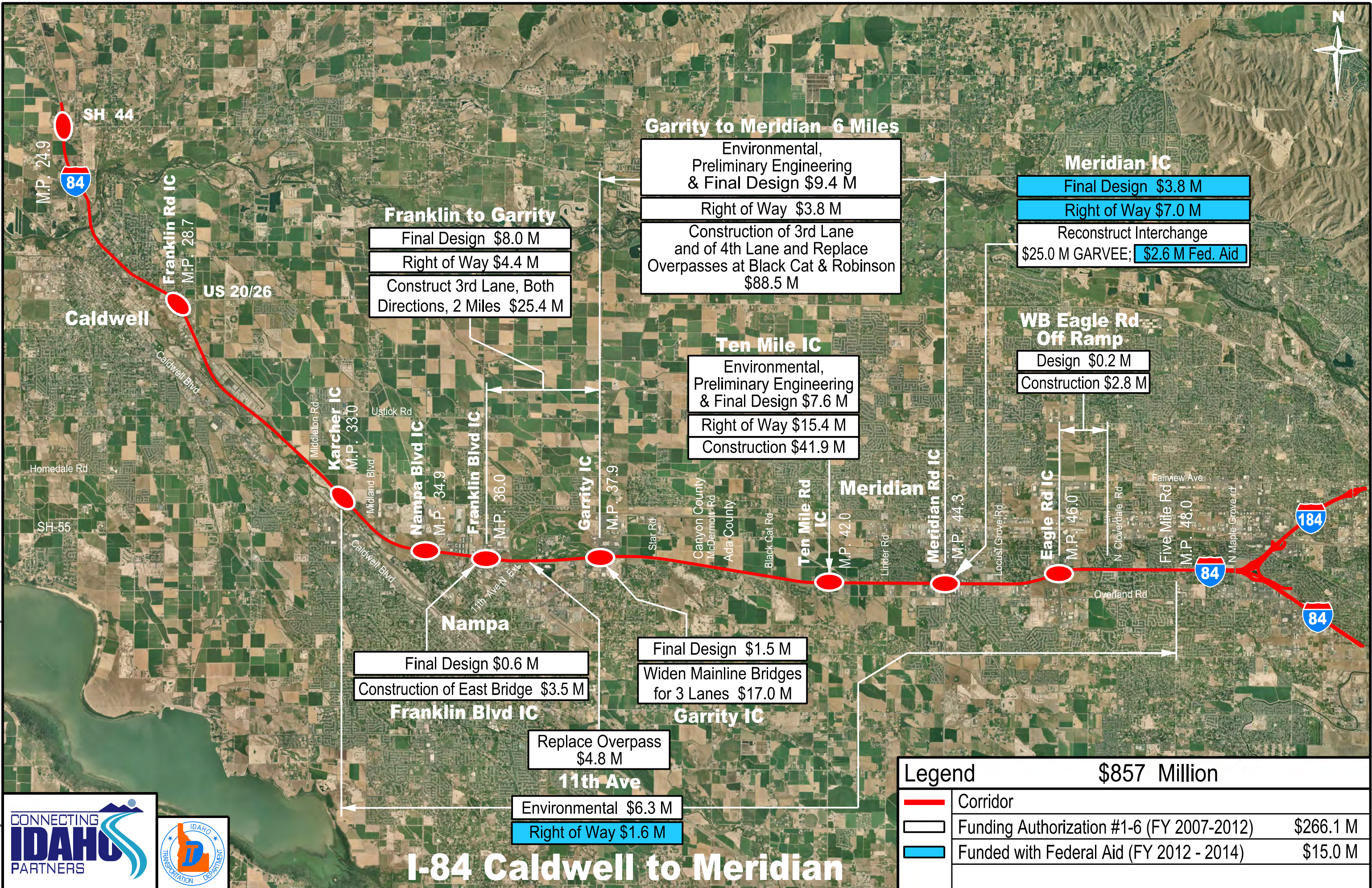


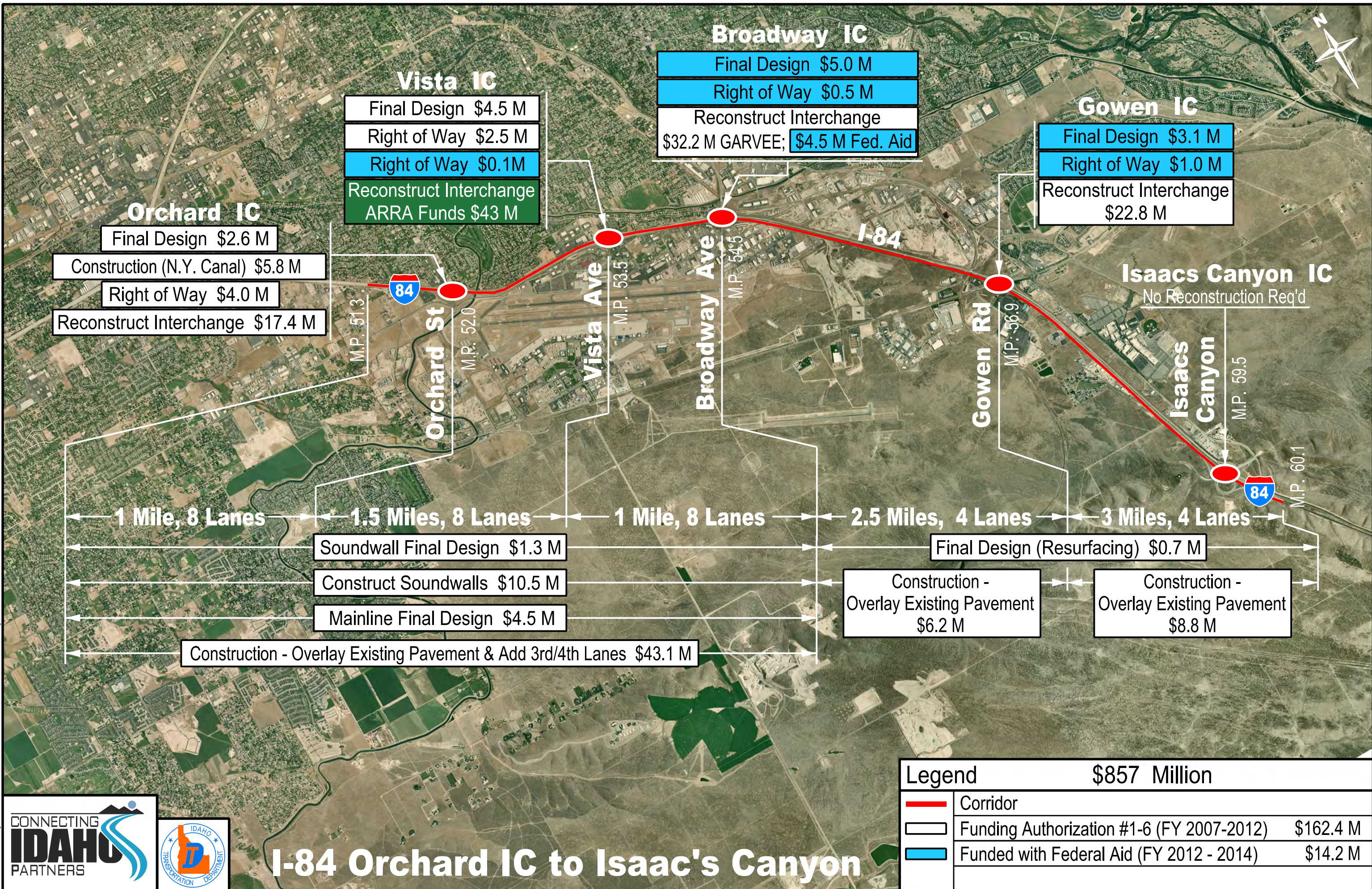
Final Design	\$0.2 M
Right of Way	\$0.3 M
Construction	\$54.7 M



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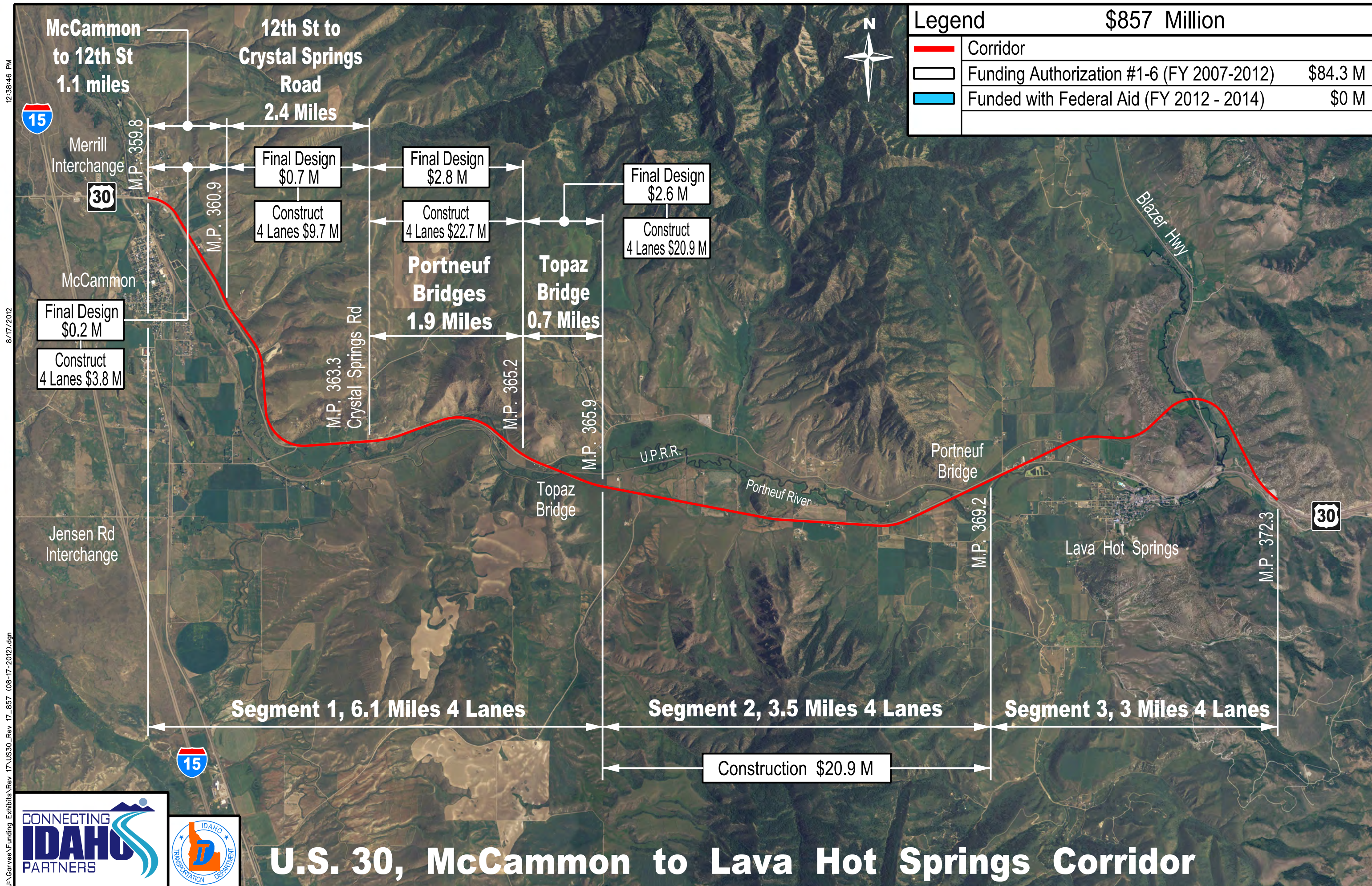






# I-84 Orchard IC to Isaac's Canyon





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## **Appendix E: Service Providers**

## List of Contractors and Consultants

A-Core of Idaho, Inc.	G2B
Ada Sand & Gravel	Garden Valley
Advanced Shoring & Underpinning, Inc.	Glahe & Associates, Inc.
All Star Striping, LLC	Graham Construction & Management, Inc.
Alpha Masonry	Green Velvet Reclamation, Inc.
ALS	Ground FX
American Fence Co. of Idaho, Inc.	Frank Gurney
American Geotechnics	h2 Surveying
Amerigo, Inc.	Hanson Eagle Precast
Anderson Environmental Consulting	Hap Taylor & Sons, Inc. DBA Knife River
Robert L. Angle & Associates	Harris Rebar ABCO
Antigo Construction	Hayward Baker, Inc.
Apex Curb & Turf	HDR, Inc.
Apply-A-Line	HK Contractors, Inc.
Barnes, Inc.	Horrocks Engineers, Inc.
Bionomics Environmental, Inc.	Idaho Construction Company Inc.
Butler Engineering & Land Surveying, Inc.	Idaho Construction Surveying
Brown & Caldwell	Idaho Sand & Gravel Company
Brundage Bone	Idaho Survey Group
BX2 Rebar & Stressing, LLC	Idaho Traffic Safety, Inc.
Carpenter Fence	Ideal Demolition Services, LLC
Castle Peak Construction	Inland Crane, Inc.
Central Paving Company, Inc.	IraMac
Central Washington Asphalt, Inc.	Iteris, Inc.
CH2M HILL	JD Steel
Chevron Pipe Line Company (CPL)	Johnson Excavating & Paving
Concrete Design Concepts	J-U-B ENGINEERS, Inc.
Concrete Placing Company, Inc.	KB Welding
Coughlin	Keller Associates, Inc.
Curtis Clean Sweep	Kleinfelder
DH Crosby	Knife River (Hap Taylor & Sons, Inc. DBA)
David Evans and Associates, Inc. (DEA)	Kodiak Pacific Construction
DeAtley Crushing Company, Inc.	L2 Data Collection
Diversified Concrete	Land Solutions
Eclipse Traffic Control	Langdon Group, Inc.
Epic Engineering, P.C.	Lawn Company, The
ES Engineering, LLC	Layton
Forsgren Associates	LeGrand Johnson Construction Co.

H.W. Lochner, Inc.	Safety Corp., Inc.
Lynda Friesz Public Relations, Inc.	Scarsella Bros, Inc.
M.A. DeAtley Construction, Inc.	SECO, LLC
Mainstream	Sharp-Line
MarCon, Inc.	Skillings Connolly, Inc.
Mason & Stanfield	Sidewalks LLC
Materials Testing and Inspection	Snake River Construction
McAlvain Construction, Inc.	Sommer Construction
McAlvain Excavation	Southfork Construction, Inc.
McMillen Engineering	Specialized Pavement Marking
Meckel Engineering & Surveying, Inc.	Specialty Construction Supply
Mike Pepper	Spitzer & Associates
NA Construction	Stanley Consultants, Inc.
National Coatings	STRATA Geotechnical Engineering
Nelson Deppe Inc.	SWCA Environmental Consultants
Nilex Construction	Syman
North Star Enterprises	TA Dibble
Northwest RCI	TAG Historical Research & Consulting
Pacific Coast Steel	Terracon Consultants, Inc.
Parametrix, Inc.	Thomas Grinding
Pavement Markings Northwest, Inc.	Thorco
Pavement Specialties	Thueson Construction, Inc.
Peninsula Sawing & Drilling	Toothman-Orton Engineering Company
Pinnacle Consulting Management Group, Inc.	Transcivil Transportation and Civil Solutions, P.C.
Pipe Inc.	TS Concrete Construction
Poe Asphalt	Universal Field Services, Inc.
Porter W. Yett Co.	Utah State University
Power Plus	Valentine Surfacing
Project Engineering Consultants, Ltd. (PEC)	Veasey Seeding
Promark, Inc.	Velocity Steel
Qualitree	Western Construction, Inc.
Quality Electric, Inc.	WF Construction & Sales LLC
RAD Construction	Wheeler Electric, Inc.
Rainier Steel	WHPacific, Inc.
Randell Concrete	Wildlands
RBCI	Willowcreek Fencing, LLC
Record Steel & Construction, Inc. (RSCI)	W. M. Winkler
Road Products, Inc.	B. Witt Concrete Cutting
Romar Electric	